AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A lubricating system for an internal combustion engine comprising:

a lubricating oil tank being integral with a crankcase and being partitioned from a crank chamber by a tank partition wall projecting from an inside wall of said crankcase;

a recovery pump by which lubricating oil dropping to and dwelling in a bottom portion of said crank chamber after lubricating individual portions of said internal combustion engine is sucked through a pump suction port opened in said bottom portion of said crank chamber and is fed to said lubricating oil tank;

a supply pump for supplying said lubricating oil from said lubricating oil tank to said individual portions of said internal combustion engine;

an overflow oil passage wall projecting from said inside wall of said crank chamber extends downwardly; and

an overflow oil passage formed ~~in~~ by said tank ~~wall~~ partition wall and said overflow oil passage wall, said overflow oil passage wall extending substantially parallel to said tank partition wall, through which said lubricating oil that flows over the upper edge of said tank partition wall of said lubricating oil tank is led to said pump suction port of said recovery pump.

2. (Canceled).

3. (Previously Presented) The lubricating system for an internal combustion engine according to claim 1, wherein said lubricating oil tank is formed in a roughly crescent shape along an outside wall of said crankcase.

4. (Previously Presented) The lubricating system for an internal combustion engine according to claim 1, wherein an oil sump is disposed in a lowermost portion of said crankcase and oil disposed therein is free from being stirred by a crankshaft and speed change gears.

5. (Previously Presented) The lubricating system for an internal combustion engine according to claim 4, and further including a cutout formed in said tank partition wall for enabling oil dwelling on an upper surface of said tank partition wall to flow downwardly through the cutout into said oil sump.

6. (Previously Presented) The lubricating system for an internal combustion engine according to claim 1, wherein said recovery pump is a trochoid pump and said supply pump and said recovery pump are mounted on a single shaft for rotation.

7. (Currently Amended) A lubricating system for an internal combustion engine comprising:

a lubricating oil tank formed within a crankcase and being partitioned from a crank chamber by a tank partition wall projecting from an inside wall of said crankcase;

a recovery pump by which lubricating oil dropping to and dwelling in a bottom portion of said crank chamber after lubricating individual portions of said internal combustion engine is sucked through a pump suction port opened in said bottom portion of said crank chamber and is fed to said lubricating oil tank;

an overflow oil passage wall projecting from said inside wall of said crank chamber extends downwardly; and

an overflow oil passage formed ~~in~~ by said tank partition wall and said overflow oil passage wall, said overflow oil passage wall extending substantially parallel to said tank partition wall, through which said lubricating oil that flows over the upper edge of said tank partition wall of said lubricating oil tank is led to said pump suction port of said recovery pump.

8. (Canceled).

9. (Previously Presented) The lubricating system for an internal combustion engine according to claim 7, wherein said lubricating oil tank is formed in a roughly crescent shape along an outside wall of said crankcase.

10. (Previously Presented) The lubricating system for an internal combustion engine according to claim 7, wherein an oil sump is disposed in a lowermost portion of said crankcase and oil disposed therein is free from being stirred by a crankshaft and speed change gears.

11. (Previously Presented) The lubricating system for an internal combustion engine according to claim 10, and further including a cutout formed in said tank partition wall for enabling oil dwelling on an upper surface of said tank partition wall to flow downwardly through the cutout into said oil sump.

12. (Currently Amended) A lubricating system adapted for use with an internal combustion engine comprising:

a crankcase;

a tank partition wall form in said crankcase;

a lubricating oil tank formed in the crankcase and being partitioned from a crank chamber by the tank partition wall projecting from an inside wall of said crankcase;

a recovery pump for pumping lubricating oil disposed in a bottom portion of said crankcase through a pump suction port opened in said bottom portion of said crankcase and for feeding said oil to said lubricating oil tank; an overflow oil passage wall projecting from said inside wall of said crank chamber extends downwardly; and

an overflow oil passage formed ~~in~~ by said tank partition wall and said overflow oil passage wall, said overflow oil passage wall extending substantially parallel to said tank partition wall, through which said lubricating oil that flows over the upper edge of said tank partition wall of said lubricating oil tank is led to the pump suction port of said recovery pump.

13. (Canceled).

14. (Previously Presented) The lubricating system adapted for use with an internal combustion engine according to claim 12, wherein said lubricating oil tank is formed in a roughly crescent shape along an outside wall of said crankcase.

15. (Previously Presented) The lubricating system adapted for use with an internal combustion engine according to claim 12, wherein an oil sump is disposed in a lowermost portion of said crankcase and oil disposed therein is free from being stirred by a crankshaft and speed change gears.

16. (Previously Presented) The lubricating system adapted for use with an internal combustion engine according to claim 12, and further including a cutout formed in said tank partition wall for enabling oil dwelling on an upper surface of said tank partition wall to flow downwardly through the cutout into an oil sump.